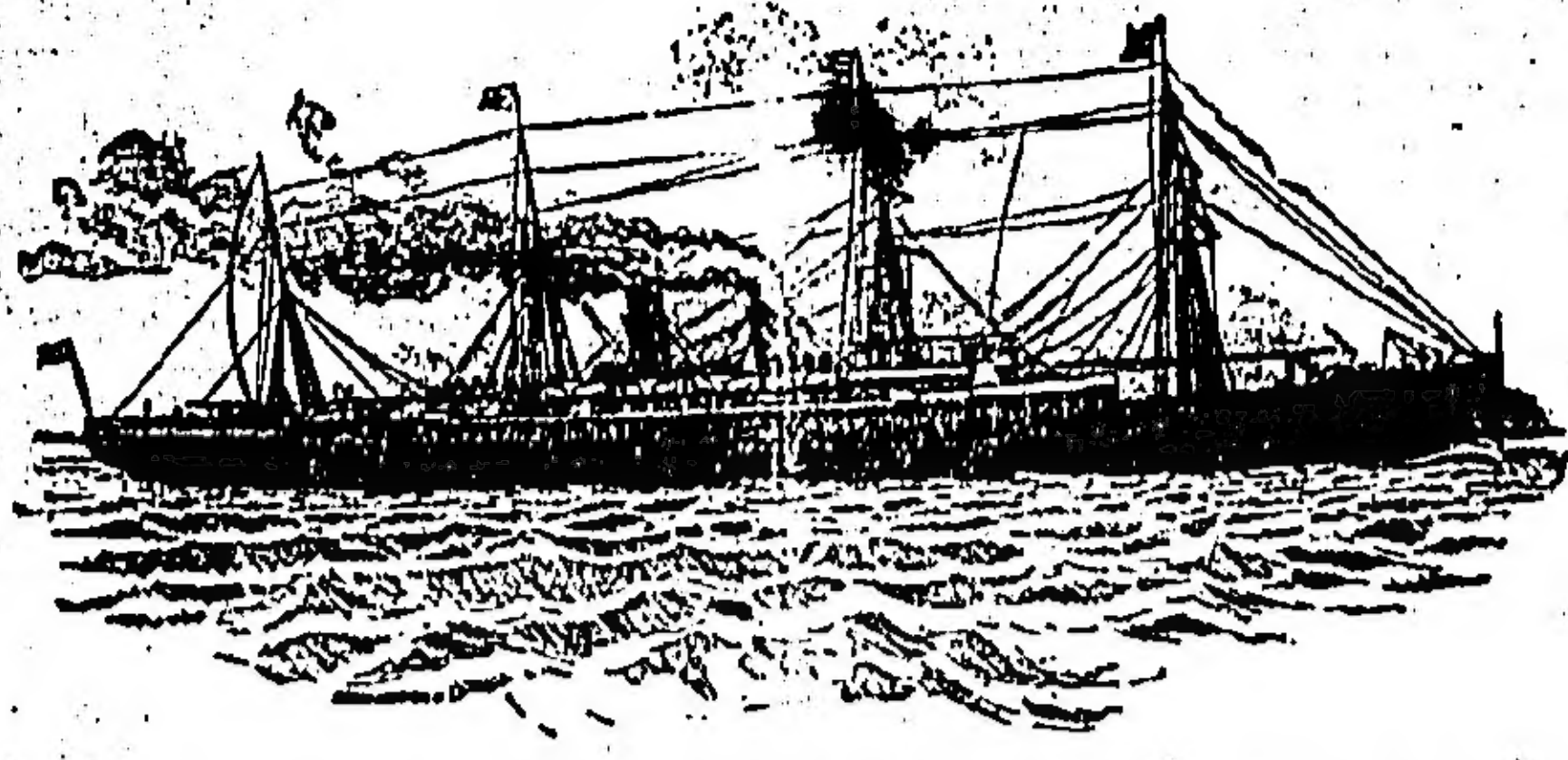






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA" .....	11,276 Gross Tons, SATURDAY, 29th October, at Noon.
"GABLO" .....	4,205 " TUESDAY, 8th November, at Noon.
"SIBERIA" .....	11,284 " SATURDAY, 12th November, at Noon.
"MONGOLIA" .....	13,639 " TUESDAY, 22nd November, at Noon.
"AMERICA MARU" .....	6,300 " TUESDAY, 29th November, at Noon.
"CHINA" .....	5,060 " SATURDAY, 3rd December, at Noon.
"DORIC" .....	4,784 " SATURDAY, 17th December, at Noon.
"MANOHURIA" .....	8,750 " SATURDAY, 24th December, at Noon.
"COPTIC" .....	4,352 " TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 29th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

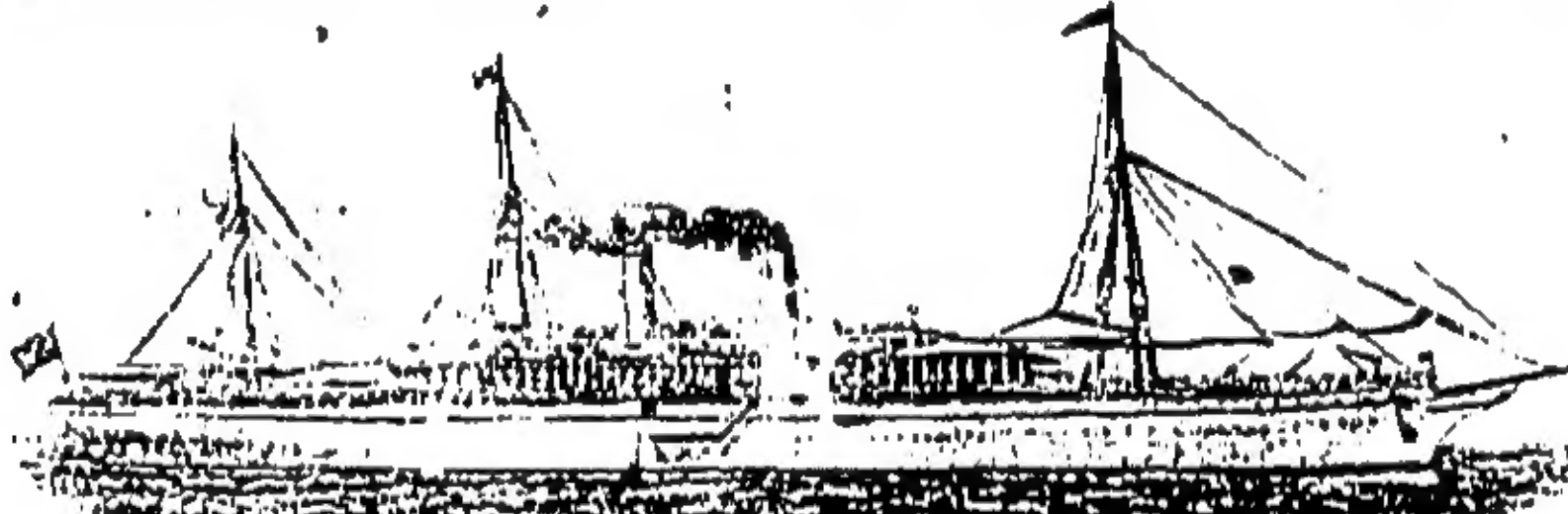
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "TARTAR" .....	4,425 Tons .....	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA" .....	6,000 " .....	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN" .....	6,000 " .....	WEDNESDAY, 14th December.
"ATHENIAN" .....	2,440 " .....	WEDNESDAY, 28th December.
"EMPRESS OF CHINA" .....	6,000 " .....	WEDNESDAY, 11th January, 1905.
"TARTAR" .....	4,425 " .....	WEDNESDAY, 31st January.

Hongkong to London, 1st Class, £14 St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate or

Steamers, and 1st Class Rail .....

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 19th October, 1904

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OCEANSTÄTISCHER FRECHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
-----------	---------------	----------------

BRISGAVIA .....	HAVRE and HAMBURG.	4th Nov.
Schulke .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
SLAVONIA .....	HAVRE and HAMBURG.	19th Nov.
(ex STRASSBURG) .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight and Passengers.
Madsen .....	HAVRE and HAMBURG.	29th Nov.
SEGOVIA .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
Schoenfeldt .....	HAVRE and HAMBURG.	13th Dec.
SENIGAMBIA .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
(ex NURNBERG) .....	HAVRE and HAMBURG.	27th Dec.
Jaburg .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
ARMENIA .....	HAVRE and HAMBURG.	11th Jan.
Forst .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.
C. FERD. LAEISZ .....	HAVRE and HAMBURG.	11th Jan.
v. Hoff .....	(Calling at S'PORE, PENANG & COLOMBO)	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 22nd October, 1904.

No. 1, Queen's Buildings.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM

## OF

## DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

(64)

Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,305 tons, .....	Captain R. D. Thomas.
"POWAN" .....	2,338 " .....	G. F. Morrison, R.N.R.
"PATSHAN" .....	2,260 " .....	W. A. Valentine.
"HANKOW" .....	3,073 " .....	B. Branch.
"KINSHAN" .....	2,860 " .....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....

"NANNING" .....

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

JAVA-CHINA-JAPAN LIJN.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVACHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 24th October, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of the best patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Craft in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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## ROYAL AERATED WATERS

## MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 357. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

[677]

## HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

## CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,

Proprietor.

Singapore, 4th October, 1904.

[1108]

## TSANG FOO &amp; CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 319.

Hongkong, 1st October, 1904.

[1091]

## Hotels.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to 3rd Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1904.

[31]

## OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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GO TO THE  
KOWLOON HOTEL.

W. OSBORNE, Proprietor and Manager.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the highest quality only.

Private Tiffin and Dinner served in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

Hongkong, 15th August, 1904.

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THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BARRACKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND SERVICE.

Large and lofty Rooms. Elegantly furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Bath for Tourists.

Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1904.

[1]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.



## Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

NEW GOODS

ARRIVE

EVERY WEEK.

## LADIES' DEPT.

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

## FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and Damask Cloths.

Linen Huckaback Towels.

Teneriffe Tray Cloths &amp; Doyleys.

Splendid Selection of Damask Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

## GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Rugs.

Winter Underwear.

&amp;c., &amp;c., &amp;c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 18th October, 1904.

## Intimations.

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN, FRICKEL &amp; CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignees) in any part of the World.

LATEST SHIPPING DATES.

To England ..... Nov. 8th  
To France ..... Nov. 15th  
To Germany ..... Nov. 15th  
To Italy ..... Nov. 15th  
To United States via San Francisco Nov. 8th  
To United States via Suez Canal Oct. 10th  
To India ..... Oct. 21st  
To South Africa ..... Oct. 21st  
To Australia ..... Oct. 21st  
To Canada ..... Nov. 8th

CHINA PARCELS EXPRESS.  
OFFICE—3, DUNDRELL STREET,  
Hongkong, 7th October, 1904.VICTORIA RECREATION CLUB.  
WANTED.

FROM 1st November, a EUROPEAN STEWARD for the above Club.

Salary to commence \$120 per month.

Applications in writing accompanied by references to be addressed to the Undersigned.

HAROLD C. AUSTEN,  
Hon. Secretary.

Kowloon, 21st October, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag

ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd September, 1904.

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON - -

FRAMED - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 &amp; \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING-

MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904.

THE NEW FREEDOM REMEDY

TRADE MARK

The medicinal and highly popular remedy, used in the

Confederate Republic by Rector, Rostan, Robert, Volpans

and others, combines all the elements to be sought in a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 1 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 2 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 3 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 4 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 5 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

THERAPION No. 6 is a re-

sult of the latest scientific research, and is a

remedy of the kind, and surpasses everything hitherto

employed.

## TRADE MARK.

Despite all the controversy raised about Clause 8, c, in the Trade Marks regulations, it would appear after a careful examination of the various interviews published in our columns, that after all Section 2, is not of such vital importance as it appeared at first blush. Were Clause 23 of a satisfactory nature, then all the other Clauses would be swallowed, if not gladly, then certainly as the best medicine to cure the infringement evil.

Clause 23 is wrong in conception and in principle. If the Chinese Government desire to make money out of these regulations, as it appears to some, then they have gone the very worst way they could to fulfil their desire. No one would register either the Chinese and this would tend to cripple rather than advance Chinese industrial development, without due compensation from the competing foreign merchants. If the fees were merely nominal with a margin of profit, then there would be such a rush amongst all Chinese and foreign merchants that the monetary benefits to the Peking coffers would be beyond the avaricious-dreams of even the Board of Revenue.

As the multiplicity of drops fill the mighty ocean, so the multiplicity of the insignificant copper cash fills the Chinese exchequer. No one knows this better than the financial heads in Peking as is illustrated by the Chinese land tax and grain commutation tax, which, infinitesimal as far as the individual is concerned, is a very big item of imperial revenue in the aggregate, despite the heavy squeezes.

Clause 23 shows distinctly, that those responsible for the provisional regulations have made an honest but blundering attempt to approach a subject concerning which they have absolutely no knowledge. They do not; in the first place, begin to realise the multiplicity of chop employed by a single firm. The compilers of the regulations had in their possession, at the time of their labours a copy of the patent law of England and they approached the question of registration of Trade Marks as if it were registration of patents. The fees embodied in Clause 23 approximate as closely as possible those in force in England with regard to registration of patents.

Notwithstanding all this, the regulations are a marvellous piece of constructive legislation in a country devoid of a legislative assembly. And it is to be hoped the suggested hanging up of the measure to be read this day six months will not be taken at Peking in the usual parliamentary interpretation of the term.

There can be no doubt in the mind of those who approach this subject of Trade Marks in a judicious and unbiased manner that the men who compiled these provisional regulations are men open to reason. If they be given clear, concise amendments to any particular clause and not a heterogeneous condemnation of all their arduous labours, they will accept as far as possible these amendments in a reasonable manner.

Attention should therefore be concentrated on this vital clause in the regulation and those interested should make their views fairly clear. The items under which fees are charged are—

1.—On every application to register a mark ..... \$5.00

2.—On registration of a mark and issue of a stamped certificate ..... 10.00

3.—On transfer of, or declaration of partnership in a mark ..... 20.00

4.—On renewal of registration ..... 15.00

5.—For every copy of a document, connected with registered marks ..... 2.00

6.—If above 100 characters, for every additional 100 characters ..... 5.00

7.—For inspecting register, every half hour employed ..... 1.00

8.—For renewal of certificate if lost ..... 10.00

9.—On reporting any case of fraudulent imitation ..... 5.00

10.—On application for reconsideration of ruling given ..... 5.00

11.—On application to cancel registration ..... 10.00

12.—On requesting the transfer of ownership rights to next of kin, in the event of death ..... 5.00

Now the first point at which exception can be taken is relative to the Hakwan Tael being the coin of payment instead of a dollar basis, at a time when it is desired to standardise the circulating medium in China.

One firm, which will be greatly affected by the registration, says the fees generally are 50% too high. Another informed us that \$25 should cover everything. These are generalisms and are interesting but of little moment in constructive legislation, which requires definition when dealing with money matters.

Reading No. 1 is evidently a guarantee of the bona fide nature of the application. The fees connected therewith should therefore be reckoned as part of those payable under No. 2, should registration be carried through, but be forfeited if the application should be withdrawn. The fee under the heading No. 1 should be \$5.00 and combined with No. 2 the amount should be \$10.00. In the case of No. 3 this will be found unnecessary, as registration will be taken out in the name of a hong, but if found advisable to transfer registration rights then \$5.00 should be sufficient.

Charges under heading No. 4 would be fair to all parties if made \$10.00 and would prove most remunerative to the government. Just half the fee charged under heading No. 5 would cause no grumbling from any applicant.

No. 6 is reasonable as it stands in dollars, as is No. 7.

No. 8 covers an absurd extortion five times more than the reasonable fee of \$2.00.

The principle underlying section 9 is wrong, any persons reporting cases of fraudulent imitation are doing a public service and are assisting the government to do its legitimate duty, and therefore should pay no fee except as a guarantee of good faith, to be returned to them on the substantiation of their complaint or forfeited on disapproval thereof.

No. 10 should also be considered as a guarantee of good faith, to be returned if the ruling

should be upset on reconsideration. In both these cases the fee of \$5.00 should cover the bona fides.

No. 11 is somewhat puzzling, as it does not say if the registered mark to be cancelled is the property of the party making application for cancellation, or an illegal registration, by some other, of a chop or mark the undisputed property (under clause 8, c) of the applicant for cancellation. In the case of the first being correct, then \$5.00 would be a reasonable fee, as there is really no necessity for any owner to cancel and pay extra fees when they can let their own mark run for the full period of registration without inconvenience. If the alternative reading should be the correct one, and we consider it so, then the \$5.00 fee should only be considered a guarantee of the bona fides of the application for cancellation and should be forfeited or returned as the application was dismissed or upheld. No. 12 is altogether absurd since no application would in reason be made under this heading and our comment on No. 3 is applicable to No. 12.

Our suggestion of reasonable fees are therefore as follows—

1.—On application to register each trade mark (as a guarantee of bona fides) ..... \$5.00

2.—On registration of a mark and the issue of stamped certificate taken (with foregoing fee \$5.00) \$10.00 ..... \$15.00

3.—On transfer of mark ..... \$5.00

4.—On renewal of registration ..... \$10.00

5.—For every copy of a document connected with registered marks ..... \$1.00

6.—If above 100 characters for every additional 100 characters ..... \$1.50

7.—For inspecting register every half hour employed ..... \$1.00

8.—For renewal of certificate if lost ..... \$2.00

9.—On reporting any case of fraudulent imitation (as a guarantee of bona fides) ..... \$5.00

10.—On application for reconsideration of ruling given (as guarantee of bona fides) ..... \$5.00

11.—On application to cancel registration under clause 8 c (as guarantee of bona fides) ..... \$5.00

12.—Should be cancelled.

—Shanghai Times.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 1/10 3/16

Do. demand ..... 1/10 3/16

Do. 4 months' sight ..... 1/10 3/16

France—Bank T.T. .... 2/3 1/2

America—Bank T.T. .... 4 1/2

Germany—Bank T.T. .... 1 1/2

India T.T. .... 13 1/2

Do. demand ..... 13 1/2

Shanghai—Bank T.T. .... 7 1/2

Japan—Bank T.T. .... 90 1/2

Singapore—Bank T.T. .... Nominal

Java—Bank T.T. .... 11 1/2

Buying.

4 months' sight L/C. .... 1/10 3/16

6 months' sight L/C. .... 1/10 3/16

30 days' sight San Francisco &amp; New York ..... 4 1/2

4 months' sight do. .... 4 1/2

30 days' sight Sydney and Melbourne ..... 1/10 3/16

4 months' sight France ..... 2/3 1/2

6 months' sight do. .... 4 1/2

4 months' sight Germany ..... 1 1/2

Bar Silver ..... 26 13/16

Bank of England rate ..... 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New ..... @ 1,080/1,120

Old ..... @ 1,140/1,190

Older ..... @ 1,220/1,260

Oldest ..... @ 1,280/1,320

Patna New ..... @ 1,175

Reserve New ..... @ 1,135

Persian (Paper) ..... @ 880/910

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,

TO-MORROW,

the 27th October, 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUNDRELL STREET,

A Selection of

CLOISONNE AND SATSUMA WARE,

IVORY CARVINGS, AND SILK

EMBROIDERIES,

&amp;c., &amp;c., &amp;c.

TERMS—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 26th October, 1904.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of

the letting by Public Auction Sale, to be held on MONDAY, the 31st day of October, 1904, at 5 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at To-Kwa Wan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

LOCALITY.

Boundary Measurements.

Area.

Annual Rent.

Upset Price.

1. To-Kwa Wan.

2. To-Kwa Wan.

3. To-Kwa Wan.

4. To-Kwa Wan.

5. To-Kwa Wan.

6. To-Kwa Wan.

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42. To-Kwa Wan.

43. To-Kwa Wan.

44. To-Kwa Wan.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

**E**

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$18.50 per Dozen.

**A. S. WATSON & Co.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 455.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.  
ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
17, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**

DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone—No. 358.

Hongkong, 1st May, 1904.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Queen's Road, and should be accompanied by the Writer's Name and Address. (Ordinary business communications should be addressed to The Manager.) The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

In the Crown Colony of Labuan, on the 7th October, the wife of FREDERICK A. BETTS, of a son.  
On the 14th October, at the Maternity Hospital, Singapore, the wife of CHARLES E. WEBB, Master S.S. of a son.  
On the 14th Oct. at Ipoh, the wife of E. SPINKS, Assistant Commissioner of Police, of a daughter.

## MARRIAGES.

On the 14th Oct. at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Acting Colonial Chaplain, ALEXANDER BOWERS-SMITH, of Penang, to ALICE, daughter of Robert John Plumpton, of Streatham, London.  
On the 15th October, at the Methodist Church, Singapore, R. W. REEDER, of the E. Ex. Tel. Coy. to EDITH BOWDEN, of Torquay.  
On the 15th Oct. at the Presbyterian Church, Singapore, by the Rev. S. S. Walker, JAMES THOMSON MATTHEW, of Aberdeen, to MARY ELIZABETH MCGLENNY, of Sydney, N.S.W.  
On the 15th October, at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Colonial Chaplain, assisted by the Rev. D. Holland Stubbs, Chaplain to the Forces, ERNEST NORMAN BUCHAN, D.S.O. Lieut. 1st Battalion the Manchester Regt. to ELIZABETH GRAEME ST. CLAIR, only daughter of W. G. St. Clair, Esq., of Singapore.  
At St. George's Church, Penang, by the Rev. George H. Henham, NORMAN DALRYMPLE, of Selangor, Federated Malay States, to OLIVE, only daughter of the late Lieut.-Col. F. H. King.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 26, 1904.

## LOCAL AND GENERAL.

JAPANESE bonds are reported to be in high favour.

THE *Sungari*, refloated at Chemulpo, is to be repaired at the Mitsui Bishi Dockyard, Nagasaki.

THE Emperor of Japan sent a telegram to the British Court condoling with it on the accident to the Duke of Connaught.

THE *Rohilla Maru*, from Moji to Ujina, grounded shortly after sailing on the 13th, but was refloated by the *Houn Maru* and *Nippon Maru*.

THE Norwegian steamer *Burg*, 1,168 tons, and a steamer called the *Medane*, 662 tons, have been sold to Japanese for ¥140,000 and 60,000, respectively.

H.E. SENHOR H. de Carcer, Spanish Minister, and suite arrived at Amoy on the 14th instant from Foochow per s.s. *Haimun*. The Rt. Rev. Bishop Hoare arrived on the 18th instant from Hongkong per s.s. *Taiwan*.

THE ships of Messrs. Apcar & Co. are exempted from the provisions of Sec. 18 of the Passenger Ships Ordinance to the extent that such ships may carry gunpowder, dynamite, or other explosives for the British, British Indian, or Colonial Governments.—*Straits Echo*.

MONSIEUR Le Comte de Galember assumed charge of the Custom House at Amoy on the 15th instant as Deputy Commissioner in charge, in the place of Mr. W. J. A. Van Aalst, proceeding to Europe on furlough.

LORD Curzon is having the mails, which were sent to meet him at Aden, now forwarded to London; so he cannot be going out to India himself immediately. The probability, therefore, is that he will return about Christmas, if Lady Curzon is then convalescent.

MR. Marshall of Amoy has been welcomed in Shanghai by numbers of friends who now look for him regularly at the racing fixtures. Mr. Marshall is one of the very best of sports and both here, down the coast, and in Hongkong is one of the keenest supporters of the turf, says the local *Times*, and we concur.

A REPORT to the Imperial Headquarters from the Headquarters of General Oku's Army, states that Mr. Kwanshima, war correspondent of the *Shinano Nippo*, who had been following the Army, was struck by a Russian shell on the 13th, while observing the engagement, and succumbed to his wounds soon afterwards.

THE *N. C. D. News* says that Mr. Bennet Burleigh, the famous correspondent of the *Daily Telegraph*, has bought the steamer *Samson* from the Shanghai Tug and Lighter Co., Ltd. The price is said to have been £15,000. The *Samson* was built in Shanghai by Messrs. Boyd & Co., Ltd., in 1892, and is of 232 tons gross register and 65 R. H. P.

THE new Cricket Pavilion here, is now almost completed, and will be ready for use when the interport matches are played. It is a neat structure, very suitable for the purposes, and faces the north-east, so will be out of the sun. The ground in front has not yet been re-turfed, and probably will not be now until the spring, as the grass would soon perish. There is one large central room, two smaller ones, and several small dressing-rooms. There will be three tiers of seats under the central verandah.—*N. C. D. News*.

DR. J. C. Thomson, of the Medical Department arrived from leave yesterday.

AN interesting article on the trade marks question in China is printed overleaf.

THE foreign residents of Chemulpo have undertaken the formation of an electric light company.

It is said that the name of the patron Saint of Scotland will be conferred on the new church near the Observatory at Kowloon.

THE number of blankets presented by the citizens and foreign residents of Yokohama to be sent to the front reached at noon on Oct. 13th thirteen thousand.

THE census of British South Africa, including Cape Colony, the Transvaal, Natal, Rhodesia, Arangia, Basutoland and Bechuanaland, gives the white population at 1,135,016 and coloured at 5,196,175.

As it is unlikely that any M. M. steamer will leave for Europe before the middle of December, all correspondence for Europe, etc. will be sent on by the first English or German mail.

MR. Edward E. Long, lately assistant editor of the *Indian Daily Telegraph*, and formerly of the *Singapore Free Press* and of the *Echo*, London, has been appointed editor of the *Rangoon Times*.

THE British torpedo boat destroyer *Chamois* has been lost off the Island of Cephalonia, in the Mediterranean. All on board were saved. While going at full speed on a trial, a screw blade came off and pierced the bottom of the destroyer. Two stokers were scalded.

WE note that a "nutshell" judgment was recently delivered in Australia by Sir John Madden. It is said to have contained 105,000 words and occupied seven hours of the learned Judge's time in reading it. This beats all records for Hongkong's short rulings!

A *Straits Echo* telegram of 14th inst. announces that Mr. Tan Jiak Kim has issued a circular letter requesting contributions from non-Europeans for the Straits Medical College. The sum of \$71,000 is required. The Government agrees to pay \$13,200 annually for salaries and upkeep if Mr. Tan Jiak Kim raises \$71,000 for the establishment of the College.

A SERIOUS outbreak of *Surra* fever has taken place amongst the horses of the Bombay Mounted Police stationed at Government House, Parel, and already eleven horses have developed the disease. *Surra* is a specific bilious fever in horses, due to the presence of a microbe, which usually results in the death of the animal, caused by the disappearance of the red blood corpuscles.

MRS. Tom Thumb, made famous by Barnum, is still alive at the age of six-five. She has a regular turn in a "Midnight Theatre" at Coney Island, and is driven home each evening in the identical coach presented to Tom Thumb in 1884 by King Edward, the Prince of Wales. She is very religious, a member of the Actors' Church Alliance, and of the Woman's Aid Society.

THE *Asian*, of the 8th inst. says:—W. B. Elwes, the popular C.O. of the Mounted Infantry, left on Saturday night for Singapore whence he transships to Hongkong. His company showed their appreciation of his efforts by presenting him with a photo of the company and a very handsome testimonial as well. The officers of the Madras Volunteer Guards gave a farewell dinner in his honour on Friday last at their headquarters at Chepauk, and the Mounted Company, another at the Adyar Club on the following night.

It will be interesting to note how effect is to be given to the Lhasa Treaty in respect of the three trading marts that are to be kept open, namely at Yatung, Gyantse and Gartok. As regards Yatung there will be no difficulty, as the garrison of the Chumbi Valley will be near at hand to see that traders are not interfered with as heretofore; but with the two other places the case will be entirely different. Gyantse is well inland, and it is not intended to place troops there. Presumably a native Agent will have to be stationed in the place the Lamas guaranteeing his personal safety.—*Pioneer*.

ACCORDING to a Madras wire of the 5th inst. Mrs. Nicolson, widow of the late Major General Nicolson, who died recently in that city, committed suicide while in a state of temporary insanity. She had been very depressed since her husband's death, and swallowed some perchloride of mercury, and, despite all the efforts of the two doctors who were summoned, died three hours later. An inquest was held on the body when a verdict in accordance with the above facts was recorded. The deceased lady was the authoress of the poems entitled *The Garden of Karma* and *The Descent of the Star*, published by Messrs. Hindman under the name of Lawrence Hope.

A PICTURESQUE figure will disappear from among the foreign diplomatic representatives in England if, as is rumoured, the Chinese Minister, Chang Ta Yen, is to be transferred to some other capital. His Excellency, who has occupied the legation in Portland-place since the departure of the versatile and gifted Sir Chihchen Lo Feng Luh, who died soon after his return to China, is more familiar with the Foreign Office perhaps than many of his diplomatic confreres at the Court of St. James, whilst he is often to be seen at Court functions and society gatherings. Whenever His Excellency goes to Downing-st. he is accompanied by one of his sons, who acts as his private secretary.

The local correspondent of the *N. C. D. News* is wondering where the Jackson statue is going to be placed, and suggests that perhaps the best site would be in the pretty garden opposite the Bank in Des Voeux Road; if not there, then in front of the City Hall and facing the Wardley Street elevation of the bank.

LONDON papers mention that Captain Sancho, one of the Hamburg-America line officials, was recently in Liverpool inspecting the new White Star liner *Baltic* the biggest ship in the world. It is stated that, as the result of his examination, the Hamburg-America Company will adopt some of the special features of the *Baltic* on a 19,000-ton steamer, which is to be built by Messrs. Harland & Wolff.

THE *Times* of September 19th has a four-column account from its correspondent with the Japanese left army describing the battle of Liaoyang. It contains over five thousand words and must have cost over £500 for its transmission from Tientsin, besides the cost from Liaoyang to that place. As the *Kobe Chronicle* points out, this enormous expense is not borne solely by the *Times*, which shares its telegraphic bill with a syndicate in America.

AT the Supreme Court this morning, before His Honour, Judge T. Sercombe Smith, Mr. Quo Kong Sing appeared on behalf of Hung Wong Shi, administrator of a wealthy Chinese estate, and sued Ngai Fook for the recovery of the sum of \$56,091 being principal and interest due on a promissory note, dated 23rd May, 1902. There was no appearance on the other side, and judgment was given for plaintiff (by consent) for the full amount claimed, execution to be stayed for two months.

THE Chinese Minister to Russia has transmitted to his Government a statement attributed to the Russian Minister of Foreign Affairs, as follows:—The Tsar is determined not to accept any proposal for mediation, even though Kurapatkin may fall back on Harbin or Port Arthur may fall. The British Ambassador at St. Petersburg is of opinion that no one can move the Tsar in his determination to continue the war, while the British, the U.S., and the German Governments have now abandoned their original intention to mediate.

A WORLD'S record in rifle shooting was made recently by the Bisley ranges by Lieutenant S. A. Pixley, of the Victoria and St. George's Rifles, when firing with the Lee-Enfield rifle in one of the competitions of the North London Rifle Club. With seven rounds at 200, 500, and 600 yards, the ranges in the first stage of the King's match, Mr. Pixley never dropped a point, and compiled the highest possible score of 105. This has never been equalled. Mr. Pixley is a well-known Middlesex rifleman and has been a prominent figure in the shooting world for several years.

MR. Melton Prior, the British artist-correspondent, has stated that he feels absolutely certain that the war in the Far East will lead to European complications and to the most awful war in the world's history. Mr. Prior complains that the Japanese have displayed bad faith toward all the correspondents. This, he says, is his 27th campaign, and it is the only one in which he has seen nothing. He believes that, with the possible exception of the battle of Liaoyang, not one correspondent has seen a shot fired, and he even doubts if any newspaper-man saw the battle of Liaoyang.

THE *Japan Times* states that a shipmaster who arrived at Moji on the 14th instant says that his vessel passed within 20 miles of Port Arthur, and did not observe a single search-light, though as an invariable rule hitherto the search-lights on Golden Hill and elsewhere had rendered the whole vicinity of the harbour as bright as day. Possibly this may be due to the cutting of the water-supply or to lack of fuel. Of course, if it is true, it is a highly important fact. It is unofficially reported that a party of the naval brigade recently succeeded in taking up a position whence it bombarded the town and the ships with great effect.

It is anticipated that the new graving dock at Colombo will be open in 1906. The completed dock will be the finest and largest in Asia, says *Indian Engineering*, and indeed will probably challenge comparison with any of the dry docks available for the use of His Majesty's Navy. The Merweather dry dock at Bombay, the No. 1 dry dock at Hongkong and the dry dock No. 3 now under construction at Singapore are 500 feet long on the floor, or 200 feet shorter than the Colombo graving dock, while, although the docks under construction at Gibraltar and Malta are to have lengths of 850 and 750 feet, respectively, it must be remembered that they are really double docks. The depth over all of the Ceylon dock at high water will be 32 feet, which also compares favourably with the depths of the docks at Bombay, Singapore and Hongkong. The breadth of the graving dock will be 85 feet at the entrance.

MR. George Inman, an English gentleman, forty-one years of age, who arrived in Kobe from Kioto on the 14th inst., was found dead on the hills on the morning of the 16th. It appears that on the previous day, he handed about ¥2,000 to an Indian servant who was in attendance upon him, and then hurriedly went out. Being rendered suspicious by his master's conduct, the Indian reported the matter at the Police Station and the authorities organised a search in various directions. Nothing, however, was seen of the missing gentleman until some women, who were gathering mushrooms on Tenjin hill, near Kitanocho, found his dead body. Mr. Inman had recently returned from India, where he had suffered from illness, and it is said that he had been much upset lately owing to his Indian servant, to whom he was much attached, and with whom he was returning to England, having expressed an intention of leaving his service.

## ATTEMPTED SUICIDE IN THE HARBOUR.

At about 10.10 p.m. yesterday while a Chinese constable was on duty near Jardine's wharf, he heard a splash, and saw a Chinaman struggling in the water. The constable got hold of him and hauled him out and took him to the station, where he unfolded a piteous tale to Inspector Collett. He said he was a poor man, could get no work anywhere; he had no money, neither food, shelter nor friends, and no one would assist him. The man, who appeared to be of somewhat weak intellect, if not altogether mentally deranged, was removed to the Government Civil Hospital for the purpose of being kept under observation as to the state of his mind.

## OBSTRUCTING NAVIGATION.

LAUNCH MASTERS CHARGED.  
In our columns last evening we reported the accident to and death of a seaman on the s.s. *Kwang Tai* in this harbour, caused by the rush of launches, lighters, and cargo boats to the steamer's side while the latter was under way. As a result of this occurrence, Inspector Langley of the Water Police, this morning, placed the masters of 15 launches and of seven cargo-boats and lighters, before Mr. H. H. J. Gompertz at the Magistracy on the charge of obstructing the navigation of the *Kwang Tai*, while that vessel was under way in the waters of this harbour. The case was held over pending inquiries.

## TOUTING IN THE HARBOUR.

A FATALITY.

An inquest was held this morning by Mr. Gompertz into the death of a seaman on the s.s. *Kwang Tai*, under the circumstances reported in these columns last evening.

The following jury were empanelled, Messrs. C. W. May (Foreman), Arthur Klein, Stewart Geo. Newell, Captain Lunt, of the *Kwang Tai*, stated that yesterday morning a number of boats and launches approached his steamer and made fast. The launches were towing a number of cargo boats. Owing to the strong tide and the extra weight of these boats it was impossible to navigate the steamer in a proper manner, the ship scarcely steering, though going full speed. Witness then wanted to anchor, but was unable to do so as some of the cargo boats were under the bow, and had he dropped his anchor it would have gone into a cargo boat. He moved up and made the boats in the bow let go, and then dropped his anchor and hoisted the police signal, and waited till the police had driven the boats away. After passing Siemsen's buoy he lowered a boat to take the line to the buoy at the bow according to custom. The steam launches with their bows were gradually closing on the ship. One cargo boat and the launch towing her crashed into the ship's bow. This boat had five men in it. Four men jumped out of the boat on to the cargo boat; the other man was pinned between the cargo boat and the ship's side, and had both legs crushed. He was taken away by the Water Police and sent to the Government Civil Hospital. Witness was of opinion that all the launches contributed to the accident, as they were crowding her. The general cause of the accident was the behaviour of the launches collectively in endeavouring each to reach the steamer first. Under such management as that of yesterday such an accident must always be liable to happen. The coxswain of the launch in question was at the moment helpless on account of the crowding. The ship's boat was not in any way at fault as it was hemmed in and the men could not get their oars out.

The chief officer of the *Kwang Tai*, said that by the master's orders he lowered the boat from the ship's davits, and hove it forward by using the steam winch. In line with the port bow was a lighter edging in toward the ship all the time. The steam launches abast that lighter steamed towards the ship to get inside that lighter. Witness could then see that the inside lighter could not clear the buoy, and he shouted to the launches to get out of the way, but it was too late, they could not get out of the way and the lighter struck the boat and crushed her. The man who was steering the boat collapsed as he was trying to follow the others, and when he fell his feet and legs were caught and crushed exactly like a fender. The captain then ordered him to let go the anchor, but he could not do so as the lighter was immediately underneath the anchor. If the launch had gone astern when witness called to him the accident might have been averted. Licensed Pilot No. 43 said he was bringing the *Kwang Tai* into the harbour yesterday morning, when he saw a ship's gig crushed and a seaman belonging to the steamer. The rest of his testimony was in corroboration of the previous witnesses.

Dr. J. Bell, Superintendent of the Government Civil Hospital, testified that at about 7.15 a.m. yesterday a Chinese seaman was brought to the hospital in a dying condition and at 9.30 a.m. by expired.

Other testimony having been given the jury returned a verdict of death by misadventure.

## THE WEATHER.

The following report is from Mr. J. I. Plimmer, Chief Assistant of the Hongkong Observatory.  
On the 26th at 11.25 a.m. The barometer has risen slightly, in Central China and (falling) over the Pacific, but the changes of pressure are not important.

High pressure continues over north and central China, and an area of low pressure is indicated in the Pacific, eastward of the Southern Philippines.

Moderate to fresh monsoon prevails over the greater part of the China Sea and in the Formosa Channel.

Forecast.—Moderate to fresh N.E. winds, fine.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

S.S. "KASHING" STRIKES MINE

OFF WEIHAIWEI.

TWO KILLED: THREE INJURED.

(From Our Own Correspondent.)

WEIHAIWEI, 26th October, 10.59 a.m.

Messrs. Butterfield and Swire's steamer *Kashing* has struck a floating mine off the Liao-tung Promontory, Weihaiwei.

A hole ten feet in diameter was blown in her bow.

Two men were killed and three others injured.

[A *Telegraph* representative called upon Messrs. Butterfield & Swire this afternoon to ascertain if the local agents had received any news in regard to the ill-fated steamer. Up to the hour of our representative's visit nothing had been heard of any mishap to the *Kashing*, by her agents in Hongkong, by whom the steamer is momentarily expected on her return to Shanghai.]

The s.s. *Kashing* is a vessel of 1,155 tons. She cleared from Shanghai for Weihaiwei, Chefoo and Newchwang with a general cargo on the 13th inst. She is commanded by Capt. Walker.—Ed., H.K.T.]

## THE WAR.

JAPANESE CASUALTIES.

Mr. M. Nomura, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 25th Oct., 7.25 p.m.

Up to the 25th inst. our total casualties at the Shaho battle were 15,879, including officers.

## TYPHOON WARNING.

The American Consul-General has issued the following telegram from Manila:—

25th October, 3.30 p.m.

Depression east of Mindanao moving probably northward.

## IMPORTANT LAND APPEAL.

At the Supreme Court this afternoon, before the Chief Justice, (Sir Henry S. Berkeley) and the Puisne Judge, (Mr. T. Sercombe Smith) an application for the adjournment of a certain appeal case regarding land in the New Territories was made.

Mr. M. W. Slade appeared for the appellant, one Tang Tsu U, and the Hon. Attorney General (Mr. E. H. Sharp, K.C.), the respondent, appeared in conjunction with Mr. H. E. Pollock, K.C. for the Crown to oppose the motion.

Particulars of the case form ancient history. It was a motion for the adjournment of an appeal in the matter of the claim of Tang Tsu U to land in the New Territories, being claim "C. A." in survey district No. 4, and in the matter of the New Territories Land Court Ordinance, 1900 to 1903. Tang Tsu U, the appellant, by his Counsel moved that the appeal be adjourned  *sine die*  so as to enable him to properly prepare his case for trial and also to enable such appellant to make an application to the Court for leave to adduce evidence in reply to that filed by the respondent.

After some discussion, in which the Court concurred in granting a reasonable adjournment.

The Hon. Attorney General strongly opposed the application to adjourn the hearing, remarking that the leave asked would be most unfair to the Crown, the Crown party to conclude. He submitted that the evidence was now closed, and he very much questioned whether the Bench in the exercise of their discretion, had the power to grant such leave. In the result,

The Court made the following order:—

Adjourned the hearing of the appeal to Monday the 28th of November: with liberty of the appellants to give notice of motion to be served on the other side for leave to adduce further evidence: such motion to be made on or



## TELEGRAMS.

(Reuter's.)

## The Baltic Fleet and the Hull Trawlers.

LONDON, 24th October.

The fleet of trawlers which arrived at Hull last night reports that the Baltic fleet attacked the trawlers on Friday night in the North Sea, sinking two, killing two men and wounding many. The trawlers, acting for the owners of fifty of the trawlers, have notified the Foreign Office and the Admiralty of the attack by the Baltic fleet. They state that the first portion of the Russian fleet passed the fishing ground on Friday at midnight, the remainder turned their searchlights on the trawlers for some time and then opened fire; the trawler *Crane* was sunk; the bodies of the skipper and the mate, both of whom were decapitated by the shot, were brought to Hull; the boatswain and others who were wounded are now on board the mission ship. The trawlers *Moulmein* and *Mino* arrived at Hull seriously damaged, the latter showing 16 shot holes; it is feared that another trawler was sunk with all on board.

LATER.

The newspapers consider the North Sea outrage a blunder due to panic, but unanimously insist on firm action by the Government; a demand for an immediate apology, reparation, and the punishment of the culprits. It is pointed out that the most serious aspect of the incident is, that the fleet steamed off at full speed without attempting to rescue the crews of the sunken boats and not reporting the affair anywhere along the English coast.

It was announced at Hull at midnight that the trawler *Wren* had been sunk with all hands. It is stated that there are 29 wounded on board the Mission vessel which is still at sea. Some more boats are still missing. Some accounts give the number of the fleet at 150.

## Russia's Explanation.

LATER.

Official urgent representations have been addressed to the Russian Government in St. Petersburg in which it is explained that the situation, in the opinion of His Majesty's Government, admits of no delay.

Lord Lansdowne will see Count Benckendorff to-morrow. It is understood that the Russian explanation of the incident is a reason to fear a Japanese mine attack.

(Japanese Exchanges.)

## Tear holds an Emergency Council.

ENTIRE RUSSIAN MILITARY FORCES TO BE MOBILISED.

A European telegram to the following effect reached official quarters in Tokio on 17th inst.—Owing to the great defeat at Shaho, grief and consternation prevail among both the authorities and public at St. Petersburg. As the result of a War Council held in the presence of the Tsar on the 15th inst., it was decided that a general mobilization of all the military forces throughout Russia should be ordered. The van of the 2nd Don Cossack Division is believed to have arrived at Harbin.

## Views of The "Times."

RUSSIA PLAYED DOUBLES OR QUITS.

London, October 15th.

The *Times* says that the Russian Government played doubles or quits with Kuropatkin and the Army, and lost the whole.

## Russia's Suppression of War News.

The following European telegram has been received in official quarters in Tokio—At the beginning of the war Russia used to publish all military reports from the front. But lately she has become more cautious, and now publishes only summarized reports while the action is still in progress, deferring the publication of details till the divulging of them may be considered safe.

## THE PLAGUE IN FORMOSA.

A consular return of the number of cases of plague in Formosa, where the pestilence has been prevalent since May last, shows a great decrease in both cases and deaths. From the outbreak of the disease to the 30th ultimo the number of cases reported was 4,167, and the deaths 3,073, but 99 per cent. of these were reported previous to August 31st last. Since that date only 14 cases have been reported, and of these 13 proved fatal. By far the greatest mortality occurred in Tainan Ken.

## SIBEL PLATES FOR HONGKONG.

According to the Portland, Ore., Telegram, Mr. James J. Hill has asked Mr. E. H. Harriman to transport 3,000 tons of steel plates to Hongkong. The plates were shipped from Eastern mills to Puget Sound, and were to have been sent from the Northern Pacific terminal on Hill's steamers to the Orient. The reason for the Northern Pacific's action in despatching the steel to Hongkong, according to the Orient, is not clear to shipping men, but it is believed that the war situation has influenced the action of the Northern Pacific. It cannot be learned what action the Harriman interests will take in the matter.

## THE WAR.

## THE SHAMO BATTLEFIELD.

The field of battle a month, and the armies fast bound. In this sentence Reuter's correspondent with the Russian army forcibly conveys some idea of the terrible condition of the troops in the field. It is an aspect of war we have not been accustomed to perceive in this campaign, and yet none could be bloodier and more terrible. Men have lost their finer feelings, and a powerful and unrestricted fight has gone on to the end of the simple truth of the battlefield, even though the battle be conducted upon the principle of some Hague Convention. We have had in the past few days some hints of the frightful suffering of the troops in the field, observes the *Kobe Chronicle*. Official reports record the retreat of the Russian for miles through wild mountain defiles where guns have had to be abandoned and men and horses have dropped from exhaustion in the bitter cold—exhaustion principally through lack of food. Men have been frost-bitten, troops supposed to be the hardest in the world, and the conditions under which they are frost-bitten are too wretched to contemplate. In the retreat they drop out of the ranks and sink forgotten, to figure later in the casualty list, which after all is the most important document in war.

A Tokyo dispatch states that the fighting at the Shaho has been concluded for the present but is not ended. The enemy still continues to attack in the direction of the Left Wing Army Corps, probably to protect the retreat of the extreme Russian right wing. In other directions the Russians have made a general retreat, but it is to be remembered, says the dispatch, that there is still a large force which has not yet been placed on the field. This force is in a good position to guard the whole line of the Russian retreat. Perhaps it is due to the protection afforded by these fresh troops that the enemy on the right bank of the Shaho has halted, and maintains his positions against the march of the Japanese. Under the circumstances, the Russians may again take the offensive at any time. Their movements suggest such tactics, and it is therefore impossible to conclude that the fighting at the Shaho has finished.

The following report was received at the Imperial Headquarters from Marquis Oyama on 17th instant—

About one regiment of Russians attacked a detachment from our Right Army which had been on the line between Jopingtatsu and Daichayoku, but our troops repulsed them this morning at about 9. Some Russians seem to be near Waitaoshan, but their actual position is not known. No change has taken place in the neighbourhood of the other detachment of the Right Army. No great change has taken place in front of the Central Army either. A mixed detachment commanded by Major-General Yamada began to fire upon the enemy north of Shabopai, yesterday evening (the 16th), helping the detachment sent out from the Left Army. Driving away the enemy near Gichalotsu, this mixed detachment captured two guns and two ammunition waggons. But having discharged its duty fully, it was retreating, taking advantage of the darkness, when it was unfortunately surrounded by about one Division of Russians. A severe hand-to-hand combat ensued. Our troops succeeded in breaking through the Russians, in the front, but both their wings were hard pressed by the enemy. Our Artillery had their horses and many men killed by the enemy and were obliged to retreat, leaving nine field guns, and five mountain guns behind. The enemy in front of the Left Army has been taking up a position since yesterday (the 16th), and slight firing is still going on between him and our troops. But the enemy in front of the Central Army has been considerably reinforced since yesterday, while the Russians confronting the left column of the Left Army have been reduced to about one brigade. Today's loss on our side is believed to reach about 1,000.

## RUSSIAN ATTACKS ON THE 16TH.

The following report was received in the morning at the Imperial Headquarters from Marquis Oyama—Owing to our attack, a small force of the Russians which had been near Kokwasai retreated, partly toward Holing and partly in the direction of Kotailing. Our troops thereupon occupied Kokwasai. About a brigade of the Russians arrived at a place about 2,000 metres northwest of Hasbupan, and their Artillery has already been stationed east of that locality. Up to the evening of the 16th, nothing serious had taken place in front of Central Army. The Russian attacked the left column of the Left Army six times this morning (the 16th) but our troops repulsed them every time, inflicting much loss upon them. Again, towards the evening, about six battalions of Russian Infantry and three companies of Artillery began to attack the same column, and an engagement is now going on. The number of Russian dead bodies left on the field as a consequence of our Left Army's operations was greatly increased on the 15th. The total counted up to the 15th has reached 4,000, while there are many more in the vicinity of the left column of the Army, which have not yet been numbered.

## FURTHER RUSSIAN RETREATS.

The Imperial Headquarters received the following report from Marquis Oyama on the night of the 16th—

According to a report from Kansho, the enemy, who had retreated the other day toward Pingchuan, has further retreated toward Kwangshing and Hingking. Nothing has been heard from Ishiyuku or Shaoientzu. Reports from Kwantien state that the Russians who left Kwintin, having been defeated by the Japanese the other day, have not since been seen. Co-operating with the Cavalry, our detachment, which was sent to Shiao from Saitatsu, attacked the enemy at Newshinai, on the 14th, whereupon the Russians retreated to Chaiaisu, two ji to the north-east. Our detachment pursued the enemy as far as a place about four ji south-west of Koliokuin on the 15th.

## INTERESTING STATEMENT BY RUSSIAN OFFICERS.

The following report was received on the 15th at the Imperial Headquarters from Marquis Oyama—

The report which follows as to the Russian plan of campaign and the strength of their Army is gathered from what we have heard from the Russian officers captured by our Central Army—

The Russian troops in the vicinity of Mukden, under the command of General Kuropatkin, now consist of over nine Army Corps, having been considerably reinforced from home. Such being the case, the Tsar on Sept. 27th ordered General Kuropatkin not to retreat even a step to the north from Mukden. He was also instructed to adopt offensive measures as soon as possible, with a view to forcing back the Japanese to the more southern parts of Manchuria for the purpose of rescuing Port Arthur. So General Kuropatkin, with all his troops, advanced to the south of Mukden, dividing his forces into three Armies—the Right, Left, and Central. The Central Army, consisting of the 1st, 4th and 5th Army corps, under the command of General Zibueff, moved in the direction of Tongshankao and Lienkashan. The Left Army, consisting of about two Army Corps, commanded by General Stackelberg, opposed the right flank of the Japanese Army. The Right Army, formed of about three Army Corps, attacked the left wing of the Japanese Army. Besides these, an additional Army Corps followed the Central Army, while General Linevitch, with the troops from Usuri, prepared to surprise the Japanese at a place south-east of Liaoyang, making a wide turning movement from the east, in order to intercept the retreat of the Japanese. Six regiments under the command of General Mischensko followed up the right wing of General Linevitch's detachment. The right flank of the Russian Central Army was composed of the 1st Army Corps, and the flank of the 4th Army Corps, while the 5th Army Corps was at the rear. The view held by the captured Russian officers is that the war will be prolonged for a long time. Russia is determined to secure final victory at any cost, because if Russia should be defeated, the empire would be torn asunder by revolutionary movement. In the recent engagement, the 37th Russian Division, and especially its 1st brigade, suffered most loss. The 1st company of the 14th regiment of the 1st Division, which engaged the Japanese on Sankwaishan, was completely annihilated, all the officers being killed or captured. The losses of the 3rd Division of the Siberian reserve Infantry were also very great. At first, every regiment of this Division was about 4,000 strong, but the battle at Liaoyang reduced this number to about 2,500. After the recent fighting the number of the men of the 14th regiment of the Division was brought down to only eight hundred. In consequence of these heavy losses, the regiment had to be commanded by a Captain, a battalion was led by an Ensign, and a company took its orders from a 1st class private. The other regiments are believed to have suffered to an equal extent.

## IMPERIAL MESSAGE TO THE TROOPS.

His Majesty the Emperor despatched the following gracious message to the Japanese Armies in Manchuria on the 16th inst.—Our Manchurian Army promptly made a counter-attack against a most determined forward movement on the part of the enemy, who had recently been reinforced, and, after severe fighting, which lasted for several days, our troops successfully forced the enemy back to the north of Shaho, inflicting much loss upon him, and entirely frustrating his plan of campaign. We highly appreciate the valour with which all of you, officers and men, endured the necessary hardships and eventually secured a great victory.

Marquis Oyama's reply to the above was as follows—The fact that we were able to drive away the enemy, who, having been considerably reinforced, had advanced with the intention of obtaining a decisive victory over us, is entirely due to the most illustrious virtue of Your Majesty. In spite of that, we have been favoured by your Majesty's gracious message. We are extremely moved by it and shall be strengthened in our endeavours to discharge our duty. I humbly submit this.

The Crown Prince also sent a congratulatory message to Marquis Oyama's forces.

## A PACIFIC NEWS CENTRE.

When the Pacific Commercial Company's cable was laid from San Francisco to the Orient it was predicted by the *Chronicle* that it would ultimately make San Francisco the distributing centre of all transpacific news. It is rapidly materializing that way, thinks the journal which proceeds in the following strain. Yokohama, Hongkong, Shanghai and other points on the Chinese and Japanese shores are in telegraphic union with the Commercial cable. German and Dutch capitalists have organized a company now to bring the islands of Celebes and Yap into the cable system, via Shanghai and the island of Guam, and the inducements which have influenced them to seek telegraphic communication with the United States and Europe this way will doubtless have a similar effect ultimately on other Oriental and East Indian settlements and interests.

Since the Oriental war began all of the news originating in Japanese sources has been transmitted over the Pacific cable to this city and here distributed throughout the old and new worlds. San Francisco is not yet getting the benefit of the advertisement, however, to which it is justly entitled by virtue of its position as the point of distribution, and which other places having less claim to distinction are obtaining. War news, for example, coming through Shanghai, Yokohama, Tokio, Chefoo, Tientsin and other transpacific points is usually reported as having been transmitted via one or the other. If the same thing were done regarding the distribution of cable news at San Francisco, the latter would be the most conspicuous city in existence to-day in the eyes of the civilized world. So far, the fact that the news coming across the Pacific has been received "via San Francisco" is obscured. Probably the conditions under which it is transmitted are responsible for it; but the time is surely coming when San Francisco will be as much of a world's news centre as either London, Paris or New York is at present, and will get the credit for it everywhere.

## THE FRENCH ADMIRAL.

CORDIAL RECEPTION AT MACAO.

(From Our Own Correspondent.)

MACAO, 25th October, 1904.

The interchange of international courtesies is responsible for many a visit of distinguished personages to these shores. Civil, naval and military representatives of Foreign Powers in the Far East have invariably made it a point to do honour to friendly Portugal in their visits to the Governor of Macao upon the first occasion they can opportunely come here from your port. His Excellency Martinho Montenegro had the pleasure of dispensing his hospitality to the Commander-in-Chief of the French Squadron in China upon his Excellency's visit to Macao to-day. As stated in my last, Admiral Bayle and suite were expected here to-day, and departmental instructions were issued from the Secretariat to accord the distinguished visitors the reception which the dignity of their office demanded. A lookout was kept on the Guia Fort for the torpedo flotilla which escorted the Admiral from Hongkong. Just about nine o'clock in the morning the division of four destroyers was descried in the distant roadstead, and by arrangement one gun was fired from the Fort announcing the approach of the little fleet. The swift destroyers crossed the San Francisco bar in processionary order, the *Pistolet*, Commander de Reinach-Weith, with the Admiral on board, leading the way for the other three. As they steamed along the bay in the clear autumn morning in full view of the inhabitants, whose privilege it is to reside on the beautiful water-front of Praya Grande, the destroyers excited enthusiastic admiration from the citizens of this benighted city for the spic and span condition of the representatives of the defenders of France in these waters. The destroyers entered the harbour at a slow speed, and by 11 a.m. they dropped anchor in the inner harbour, along the whole front of which quite a large crowd of spectators had gathered to watch the arrival of the French vessels. The position taken up by the L.B.D.'s is as follows:—the *Mosquet* and *Javeline* anchored in front of the now dismantled Barra Fort, and the *Pistolet* and *Fronde* higher up the river near Green Island.

Between 11 and 11.30 a.m. the Admiral came ashore. He landed at the *Heunghian* wharf, a salute of fifteen guns being fired from the Monte Fort as His Excellency stepped ashore. There were present at the wharf to meet the Admiral Mr. A. J. Basto, vice-consul for France, Commander Alves Branco, harbour master, the Chief of Staff, the Aide-de-Camp and Private Secretary to His Excellency the Governor and several military officers. A guard of honour was drawn up under a captain of the local garrison. The town Band was also in attendance. After the exchange of the usual courtesies with the various officials at the wharf the Admiral proceeded to take up his quarters for the day at the Hotel, where luncheon was served. The French naval Band discoursed a programme of music during the tiffin.

The official visit to Governor Montenegro was paid at 2 p.m. The Governor accompanied by his suite, returned the visit later in the day. Leaving Government House the Admiral proceeded to the Harbour Office there to pay his respects to the head of that department who holds the rank of Commodore of the port. The French official returned to the *Pistolet* after his visit to Capt. Alves Branco, and came ashore again at 5 p.m. The State-dinner tendered by His Excellency the Governor to the visitors was attended by the Admiral and suite; this was concluded after 10 p.m. The Admiral graciously accepted the invitation to the members' dance at the Macao Club. I was in error in my last letter when I stated that the ball was given in H. E.'s honour. As a matter of fact, it was a subscription ball which was to have taken place last Saturday; but in view of the Admiral's visit it was decided to postpone it to this evening. The Admiral very kindly offered to lend his excellent band to the Dance Committee; needless to say, this courtesy was gladly availed of, the performance of the band being very greatly appreciated and favourably commented upon. The attendance at the dance was small; only twenty-four ladies were present and the men consisted principally of officers in the junior service, besides the Commanders of the torpedo-boats and of H.M.S. *Robin* and U.S.S. *Callao*, which are in port. The entrance to the Club-house was illuminated with Japanese lanterns and the decorations, which were plain, consisted of bunting. The flags of France and Portugal were prominently displayed over the main entrance. The Governor and Mrs. Montenegro were prevented from attending the dance in consequence of the death of a relative in Portugal.

The Commanders of the two foreign gunboats in port made an official call on the Commander-in-chief during his brief stay here. His Excellency will be leaving Macao with his escorts to-morrow morning for Canton.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE BOXING CONTEST.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I read in your issue of last evening that Sam Newman, the professional pugilist, is to meet "Baby" Smith, of the army, on the 2nd November, provided the City Hall is not otherwise engaged during the evening. It is said they are to fight for the welter-weight championship of China. I have very good reason for believing that Smith is a middle-weight, and if this is so, surely, it is another case of the professional giving away weight. In the event of Smith winning in what manner would he establish his claim to the welter-weight championship?—Yours, etc.,

"SQUARE-GO"

Hongkong, 26th October, 1904.

## THE FLEET.

The battleship *Glory*, with Vice-Admiral Sir Gerard Noel, is leaving here early on Friday morning for Singapore, followed later in the afternoon by the *Cressy*. The *Humbar* leaves for Shanghai on Saturday, and from there she will go to Wei-hai-wei with stores, etc. It is also understood that the ships *Rinaldo*, *Vesta*, and *Espele* will under orders to return to England as soon as possible for the purpose of paying off. Somewhat contrary to the usual course of procedure they will not be relieved, and this would appear to indicate a reduction of this class of ship on the China Station. They should not be very greatly missed as they are of no real fighting value. The *Rinaldo* and *Vesta* will call at this port on their way south, while the *Espele* proceeds home from Singapore. The *Tweed* will pay off into the reserve here, and the first opportunity taken of sending her crew to England. The new crew for the *Albatross* are expected from England in the course of a few weeks.

## HONGKONG FOOTBALL CLUB.

The following have been chosen to play for the Club in the match against H.M.S. *Glory* at Happy Valley, to-morrow, kick-off at 4.30 p.m.—

F. H. Kew, Goal; G. B. MacDonald, and E. F. Accott, Backs; A. O. Brown, H. C. Gray, and G. C. de Martin, Halves; W. H. Williams (Capt.), W. H. Rutherford, R. Macpherson, W. G. Leckie, and H. L. Garret, Forwards.

## SILVER AND COPPER MINES

IN INDO-CHINA.

We understand on good authority that another syndicate is being formed in Hongkong, this time to re-open and work the old abandoned copper mines in the hills of Indo-China some 300 miles inland. These have now been closed for the past fifteen years owing to the disturbed condition of the country; but, fortunately, the shafts, some score or so, averaging 50 feet deep have never been interfered with. In fact they are said to be in first class condition for working with but little initial expense. Old assays on record showed that the output panned out 35% copper, 0.600 silver, with traces of gold, though there was but little iron or sulphur. During the time that the Chinese worked on these mines the ore was not crushed or smelted, being carried to the coast ports to evade the piratical raids of marauding bands which used to roam about the country and infect certain localities in the hill. These men were constantly recruited by robbers and fugitives and interrupted the Chinese miners to such an extent that they finally abandoned the mines altogether. Of late years, however, the country has become more settled. The country all around is hilly though the hills are not steep, the highest towering barely 3,000 feet above the level of the sea. The slopes are thickly wooded, while for some months annually, during the rainy season, a navigable river runs close past the locality where these mines are situated, thus affording further facilities for transportation of supplies and necessities, whilst the easiness and cheapness with which draught animals are procurable afford a constant connection with the coast ports. Now that the pirates have practically disappeared from these regions the natives are peaceful and willing workers, engaged chiefly in tilling and cultivating the land. Owing to the rocky substratum at a depth of about 40 feet blasting operations are necessary to secure the ore, and we understand that the results of the prospecting lately done have been so successful, that it is on the  *tapis*  that operations will not be long delayed after the concessions have been secured. On account of so many shafts having been sunk and remaining practically in good working order, not so large a capital will be necessary to start these operations as of course the initial expenses will be so much the lighter.

## To-day's Advertisements.

## ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD, Hon. Secretary, St. Andrew's Ball Committee. [164] Hongkong, 26th October, 1904.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st November, at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents. [165] Hongkong, 26th October, 1904.

## To-day's Advertisements.

## KOWLOON CRICKET CLUB.

A MEETING of MEMBERS of the above Club will be held in the Seaman's Institute, Kowloon, TO-DAY, the 26th instant, at 9 P.M.

HAROLD C. AUSTEN, Hon. Secretary, Pro. Tem. Hongkong, 26th October, 1904. [155]

## SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

H. RUTTONJEE is prepared to Deliver BREAD in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour respectively.

Special rates to Hotels, Messes, Clubs, Boarding-houses, and large consumers.

H. RUTTONJEE, No. 5, D'Aguilar Street, or 36 to 38, Elgin Road, Kowloon. Hongkong, 26th October, 1904. [72]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"BANCA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 1st proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 26th October, 1904. [14]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 28th inst. at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 26th October, 1904. [1163]

## Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied to all the LEADING CLUBS and HOTELS, and to be obtained from all principal stores.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"YANGTSE"	27th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	5th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	11th November.

S.S. "YANGTSE" left Singapore for this port on the 22nd inst., and is due on the 27th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON	"ULYSSES"	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th October, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WUHSUNG"	27th October.
SHANGHAI	"WUHU"	28th "
CHEFOO AND NEWCHWANG	"FAKHOI"	28th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	29th "
KOBE	"TSINAN"	29th "
MANILA	"TAMING"	1st November.
SHANGHAI	"CHANGHONG"	2nd "
NINGPO AND SHANGHAI	"WANGPOA"	3rd "
SWATOW AND TIENTSIN	"KANSU"	4th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th October, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th Oct. at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 5th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 24th October, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Brahmer	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th,
"ARAGONIA"	5,198	Schmidt	December 13th,
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## EXCURSION TO MACAO.

## THE Splendid Steamer

## "YING KING."

Captain Page, will make an EXCURSION  
TRIP TO MACAO, ON EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Parramatta wharf at Macao.

## FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " " \$5.00  
Tiffin and Dinner may be had on Board  
at \$1 each meal.YUK ON & Co., LD.  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-CANTON LINE.

## THE British Steamship

## "YING KING."

Captain E. J. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously  
furnished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.[Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.]1st Class \$3.00 for Single Journey,  
and " " 1.50  
Meals " " 1.50 each.  
The steamer's wharf is at the Western end of  
Wing Lok Street.YUK ON S.S. Co., LD.  
No. 215, Wing Lok Street.  
WENDT & Co.,  
Canton Agent.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Daily qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

## THE New Twin-Screw Steamers

Tons Captain  
"KWONG CHOW" 1,309 J. P. MARTIN.  
"KWONG TUNG" 1,238 H. W. WATKIN.  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey \$4  
Meals " " (Each) 1  
The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days about 2 P.M. and on Sundays at 6.30 P.M.  
FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Steerage, 10 cents.  
TIFFIN AND DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
and Floor, No. 15, Victoria Street.  
Hongkong, 19th October, 1904.INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Company's Steamship

"KUMSANG,"  
Captain E. J. Butler, will be despatched as  
above, TO-MORROW, the 27th instant, at  
3 P.M.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 26th October, 1904.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND RUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG

1904. About  
"ST. HUGO" 25th November.  
"SHIMOSA" 18th December.For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 21st October, 1904.

## Intimations.

**SAVRESSE'S  
SANDAL  
CAPSULES**

Efficient because absolutely pure  
English Oil. Not made of Glycerine.  
Full Directions. All Chemists.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Capt. Ports, for their kind  
patronage and support, and desires to state that  
the will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Lau-  
dry's Dressing, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superiores will also be most grateful  
for any PAPERS, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 21st April, 1904.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE H. A. L. Steamship

## "COROMANDEL."

Captain G. M. Monford, R.N.R., carrying His  
Majesty's Mail, will be despatched from this for  
BOMBAY, on SATURDAY, the 5th November,  
at Noon, via Pussapore and Cango for the  
above Ports in connection with the Company's  
S.S. *Oriana*, 6,650 tons, from Colombo. Passen-  
gers' accommodation in which vessel is secured  
before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Egypt*,  
due in London on the 18th December, 1904.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 22nd October, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	Oct. 29
<i>Tasman</i>	8,615	"	Ab. Dec. 17
<i>Tramont</i>	9,608	T. W. Gardick	Jan. 10
<i>Lyra</i>	4,417	G. V. Williams	Feb. 9
<i>Pietades</i>	3,753	F. G. Purington	Mar. 4

† Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.FOR MANILA.  
The largest, steadiest, and most comfortable  
steamer for Manila.

Tremont..... 9,606 [T. W. Gardick,] Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings.  
Hongkong, 25th October, 1904.

## Intimations.

## FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李廣隆CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE  
at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.Messrs. A. S. Watson & Co., Ltd. write as  
follows:—"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."

(Sd.) A. S. Watson &amp; Co., Ltd.

ORDERS punctually attended to, and  
CHARGES most moderate.

## AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 26th September, 1904.

## Consignees.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

## "KOREA."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered  
by WEDNESDAY, the 26th instant, at Noon,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 24th October, 1904.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

## THE H. A. L. Steamship

## "SEGOVIA."

Captain Schönfeldt, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 28th instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 21st October, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SIMLA."

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where the  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. *Macedonia*.  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 21st October, 1904.

## For Sale.

ESPECIAL OLD TOM GIN.  
Marshall and  
Elvy'sDOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,  
Dei Vaux Road.

Hongkong, 11th May, 1904.

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## OR SALE.

INCANDESCENT  
GASOLINE  
LAMPSOF ALL DESCRIPTIONS,  
from the best makers.INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.for  
GASOLINE AND GAS  
LAMPSat the most moderate  
prices.Lamps fixed up for  
Buyers free of charge.Naptha of the best  
kind kept in stock.TAT KWONG CO.,  
55, Lyndhurst Terrace,  
Hongkong, 2nd May, 1904.

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## TO LET.

NO. 1, STEWART TERRACE.  
THE PEAK.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

## TO LET.

## NO. 1, RIFON TERRACE IN FLATS.

A HOUSE in WONG NRI CHONG ROAD.  
FLATS in MORETON TERRACE, facing  
Polo Ground.  
OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).  
GODOWNS: PRAYA EAST.Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 18th October, 1904. [956]

## TO LET.

TWO ROOMS on the First Floor of  
ALEXANDRA BUILDINGS.Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.







## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	56 " " "

## ALSO TRY OUR

## BLACK and WHITE WHISKY.



## - PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON &amp; CO.

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## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554 Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 %	\$700 sales & a. (London 68 to/-)
National Bank of China, Limited.	99,925	£7	£7	\$175,533 \$191,973	\$21,668 \$2 (London 3/6) for 1903	5 1/2 %	\$38
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,719	\$150,494 \$17 for 1903	6 1/2 %	\$260 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil \$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 Tls. 31,810 Tls. 1,850,000 Tls. 20,000	Tls. 217,119 Final of 10/- making £1 for 1903	11 %	Tls. 75 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$89,111 \$846,773 \$700,000 \$37,704 \$1,000,000	\$2,078,997 \$35 for 1903	5 1/2 %	\$600 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675 \$1,561	\$486,284 \$12 for 1902	8 1/2 %	\$150
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$1,561	\$329,047 \$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000 \$157,555	\$371,110 \$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123 \$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$500,000 \$157,555	Nil \$3 for year ended 30.6.1903	6 1/2 %	\$34 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000 none	\$16,362 \$1 1/2 for first half-year 1904	10 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$129 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541 Interim of Tls. 2 for 1904	8 1/2 %	Tls. 48 1/2 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541 Interim of Tls. 2 for 1904	8 1/2 %	Tls. 47 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000 \$50,000 \$15,000 \$400,000	\$19,555 Interim of 1/- (Coupon No. 4) for 1903	6 %	23 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$21,075 \$8,000 \$130,153 Tls. 98,000 Tls. 244,614	\$1,287 \$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	none	Interim of Tls. 14 for 1904	10 %	Tls. 50
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Interim of \$5 for 1904	...	\$240 sellers
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717 \$3 for 1897	4 1/2 %	\$5 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 1,450 Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	...	...	...
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$400,000 \$50,000 \$1,000,000	\$7,820 No. 3 of 1/6	...	Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$400,000 \$50,000 \$1,000,000	\$4,029 No. 12 of 1/6 = 48 cents	...	\$6 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652 Fcs. 50,000 Fcs. 250,000	Fcs. 85,706 Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.							
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,000 \$250,000	\$28,015 Interim of \$2 1/2 for 1904	4 1/2 %	\$115 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500 \$505,471	\$505,471 \$6 dividend and \$2 bonus for first half-year 1904	7 %	\$224 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$29,026	\$29,026 \$10 div. & \$2 1/2 bonus for 1903/3	6 %	\$200 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500 \$489	\$489 \$12 for 1903	4 1/2 %	\$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000 \$40,936	\$40,936 \$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$185 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000 \$40,936	\$40,936 \$7 dividend	4 1/2 %	\$110
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 48,153	Tls. 48,153 Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 175 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,110 Tls. 22,895	Tls. 22,895 Interim of Tls. 4 for 1904	7 %	Tls. 135 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 60,913 Tls. 22,895	Tls. 22,895 First year	4 1/2 %	Tls. 132 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000 Tls. 1,760	Tls. 1,760 \$6 for 2nd half year 1903	4 1/2 %	\$240
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989 \$2 1/2 for year ended 30.6.1904	8 1/2 %	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 Tls. 635	Tls. 635 Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Interim of Tls. 2	6 %	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668 \$5 for first half-year 1904	7 1/2 %	\$137 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$51,066	\$51,066 Interim of \$6 for 1904	8 %	\$149 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986 Tls. 680	Tls. 680 Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$9,177 90 cents for 1903	7 %	\$12 1/2 sales & b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636 \$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634 Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132 Interim of Tls. 3 1/2	7 %	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626 Tls. 335	Tls. 335 Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150 None	5 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362 Interim of \$1 1/4 for 1904	5 %	Tls. 12 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655 Tls. 50 cents for the year ending 31.7.04	14 %	Tls. 28 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862 50 cents for the year ending 31.7.04	5 %	\$104 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098 Tls. 88,034	Tls. 88,034 Interim of 3 % a/c 1898	...	Tls. 20
Lao-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500 Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658 Tls. 26,389	Tls. 26,389 4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779 nil	\$779 \$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	...	\$9 1/2
MISCELLANEOUS.							
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091 Interim of Tls. 3	9 %	Tls. 66 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000 \$25,000	\$2,883 Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,161 First year	5 1/2 %	\$13 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500 \$596	\$596 6d. per share for 1903	5 1/2 %	\$5
Central Stores, Limited	6,000	\$15	\$15	\$20,000 \$1,253	\$1,253 \$3 for 1903	8 1/2 %	\$40 buyers
Do. (Founders)	123	\$15	\$15	\$20,000 \$1,253	\$1,253 Interim of \$1.20 for 1904	11 1/2 %	\$12 sellers
Do. (New Issue)	21,000	\$15	\$15	...	...	6 1/2 %	\$5 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil Preferential of 17 per cent for 1904	6 1/2 %	\$5 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 1,942	Tls. 1,942 60 cents for 1903	5 1/2 %	Tls. 65 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	Nil Tls. 6 for 1903	9 1/2 %	Tls. 110 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000 \$1,171	\$1,171 None	8 1/2 %	\$91 sales & b.
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000 \$3,020	\$3,020 80 cents for 1903	5 1/2 %	\$13 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318 \$1 1/2 for year ending 31.7.1903	5 1/2 %	Tls. 40 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500 \$2,706	\$2,706 Tls. 5 for 1902	7 1/2 %	\$100 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$10,517	\$10,517 \$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$47 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$10,000 \$32,115	\$32,115 \$1.50 for 1903	4 1/2 %	\$34.50 & b.
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 \$13,104	\$13,104 Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$31
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$23,100 £3,000	\$7,625 £1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747 \$1.00 for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000 \$4,283	\$4,283 50 cents for year ending 30.11.1903	6 1/2 %	\$390
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000 \$5,844	\$5,844 Interim of \$4 for 1904	7 1/2 %	\$350 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000 \$8,395	\$8,395 \$10 for 1903	7 1/2 %	\$140
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548 Interim of 70 cents	6 1/2 %	\$21 1/2 sales & b.
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000 \$21,582	\$21,582 First year	9 1/2 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582 Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$140 buyers
Maatschappij tot Mijn. Bosch- en Landbouwek- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,660 Tls. 11,143	Tls. 27,187 3rd quarterly of Tls. 10, paid 15.9.04	13 %	Tls. 310 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803 making so far Tls. 30, a/c 1904	7 1/2 %	\$16 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	none	\$832 \$2 for year ended 31.10.1903	9 1/2 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548 Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 10,247	Tls. 10,247 Tls. 5 for 1903	5 %	Tls. 97 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000 Tls. 3,288	Tls. 3,288 Interim of Tls. 6 for 1904	7 1/2 %	Tls. 157 1/2 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 120,000 Tls. 7,309	Tls. 7,309 Interim of 15/- for 1904	7 1/2 %	Tls. 307 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000 \$800	\$800 \$5 for year ended 31.7.1903	7 %	\$70
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,049 None	8 1/2 %	\$75 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644 50 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	12,000	\$100	\$100	\$45,000 \$4,000	\$4,000 First year	9 %	\$31 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000 \$83,493	\$83,493 \$7 1/2 for second half year 1903	9 %	\$105 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551 \$1 div. and 25 cents bonus for half-year	7 %	\$38
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Nil ended 30.9.1903	...	\$14 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259 Tls. 667	Tls. 667 Tls. 2 for half year	6 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,990	\$100	\$100	\$20,000 \$2,800	\$2,800 Final of Tls. 4 making Tls. 8 for 1903/4	9 %	\$10 buyers
Do. (Founders)	100	\$10	\$10	...	...	16 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,800 \$1,042	\$1,042 \$1 for 1903	10 1/2 %	\$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000 \$588	\$588 Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$11 1/2 sellers